

THE SENATE.

Ottawa, Wednesday, March 19, 1902.

The Speaker took the Chair at Three o'clock.

Prayers and routine proceedings.

LOANING OF LOCOMOTIVES TO THE CANADIAN PACIFIC RAILWAY.

EXPLANATION.

Hon. Sir MACKENZIE BOWELL—Before the orders of the day are called I desire to draw attention to a remark that I made during the debate upon the Address, and also to the contradiction that was given by the hon. gentleman from De Lanaudière (Hon. Mr. Casgrain). I told the hon. gentleman that I intended to bring this matter before the House, so that I am not taking him by surprise in the matter, and I expected he would be here. During my speech I asked this question :

Is it correct in this connection, that they (meaning the government) have loaned to the Canadian Pacific Railway over 20 locomotives to assist in carrying their freight from the great west to the seaboard. If so, how is it that there have been so many new locomotives purchased during the past few years.

In reply to that the hon. gentleman said :

The leader of the opposition in this House, in his speech on Monday, had some fault to find with the management of the Intercolonial Railway, and one of his grievances was that while the Minister of Railways and Canals was buying locomotives for the Intercolonial Railway he was at the same time loaning locomotives to the Canadian Pacific Railway. I have not seen the report of my hon. friend's speech but I think that is the remark he made.

My answer to that was : 'The hon. gentleman is correct.'

He then went on to say :

It is a rather awkward task for me to contradict the hon. leader of the opposition, but the information I have gathered—and I say this with a great deal of diffidence—was that the Intercolonial Railway did not loan locomotives to the Canadian Pacific Railway. I am sorry to contradict the hon. gentleman, but that is the information given me.

I then made these remarks :

The hon. gentleman may have received that information. I said in my speech that I had read the statement in one of the newspapers, and had asked a prominent official of the Canadian Pacific Railway if it was correct, and he said they had borrowed both from the Grand Trunk Railway and Intercolonial Railway. Whether that is correct or not, the hon. gentleman has the authority on which I made the statement.

The hon. gentleman then continued :

Then I suppose I am obliged to give my authority also, I went this morning to the Department of Railways and Canals, and asked the secretary, Mr. Jones, about it. I may explain why I asked. I had tried myself for a railroad whose bondholders I represented, to obtain the loan of a locomotive, and they refused me, saying they had work for all their locomotives, and therefore I was surprised to hear the leader of the opposition say that they had loaned locomotives to the Canadian Pacific Railway. That is why I went myself to the department and asked Mr. Jones. Mr. Jones told me he thought they never—in fact was positive they never did loan locomotives. I said I intended to repeat his statement in the House this afternoon, and he went in and asked Mr. Schrieber, and Mr. Schrieber said they never loaned a locomotive to the Canadian Pacific Railway.

On the 13th March, in the reports of the House of Commons, I find the following question put to the hon. Minister of Railways and his answer there to :—

Mr. CLARKE—by Mr. Kemp—asked :

1. How many locomotive engines have been ordered for the Canadian government railways since the 1st July, 1896 ?
2. How many have been delivered up to date ?
3. Have any locomotive engines belonging to the Canadian government railways been leased, rented or loaned to any other railway corporation or company ? If so, how many have been leased, loaned or rented ; to what company or companies, and on what terms, and for what length of time ?
4. At what dates were the engines loaned, leased or rented ?

The MINISTER OF RAILWAYS AND CANALS (Hon. A. G. Blair) replied :

1. One hundred and twenty-one locomotive engines have been ordered for the Canadian government railways since the 1st July, 1896.
2. Eighty-four have been delivered up to 1st March, 1902.
3. Eight locomotive engines were hired to the Canadian Pacific Railway at \$8 per day. No stated length of time.
4. Four on February 15th, 1902; 2 on February 25th, 1902; 1 on February 26th, 1902; 1 on February 28th, 1902.

What I desire to have placed on record in the Senate is that when I made the statement I made it in good faith, on the authority of a newspaper report in the Montreal 'Gazette,' confirmed by an official of the Canadian Pacific Railway, and I must confess that I was somewhat surprised at the denial made by the hon. gentleman upon the authority of two of the principal officers of the Railway Department. As I pride myself on being somewhat particular in the statements that I make, I deem it but justice to myself that I should set the matter right, to show that the authority upon which I made the statement has been confirmed.